maintaining safe, orderly and expeditious flow of air traffic. No complaint has, however, been received from any airlines in this regard.

(ii) The other complaint was received from Indian Airlines that on 3rd January, 2002 at IGI Airport, Sahara Airlines flight 302 was given preference in departure over their flight IC-401. This has been investigated. The taxi routing of Sahara Airlines was shorter than the taxi routing of Indian Airlines flight IC-401. Sahara was cleared for departure first as it was to fly at higher level than Indian Airlines flight. This was done to facilitate maximum number of departures with least over all delay.

(iii) Indian Airlines brought it to the notice of Airports Authority of India (AAI) that their aircraft operating flight IC-813 on 4.1.2002 was asked by Delhi ATC to hold position to adjust the departure of another flight. This matter has been enquired into. The factual position is that this incident involved Air India flight 316. Since Air India flight 316 was to fly at a higher levell Air India was allowed to depart ahead of Indian Airlines flight IC-813 and they were both flying on the same route.

Free tickets issued under Desh-Videsh Scheme

1636. SHRI BHAGATRAM MANHAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government's attention has been drawn to the news-item captioned "IA scheme flops, Government pays twice over" which appeared in the Statesman, New Delhi on 12th February, 2002;

(b) if so, the total number of free tickets issued to passengers under "Desh Videsh" scheme with the total value of these tickets;

(c) whether Indian Airlines is incurring heavy losses during the last one year; and

(d) if so, what are the reasons for announcing various schemes offering freebies to passengers?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) Yes, Sir.

(b) Indian Airlines had launched Desh Videsh Scheme-I wherein it was provided that passengers were entitled to tickets on international sectors of Indian Airlines as incentive depending upon the value of their travel on domestic network of the airline. 16,319 authorities for tickets have been issued under the scheme as on 30.01.2002 since these tickets are booked in discounted class based on availability of seats and average occupancy on the international network which is around 65%, value is not assignable to these tickets.

(c) Indian Airlines incurred a net loss of Rs. 159.17 crores in the year 2000-2001 which was mainly due to hikes in Aviation Turbine Fuel Price, to the tune of nearly 48% in six months between March and September, 2000, increase in Landing Navigational Charges and insurance premium, foreign exchange rates, deployment of sky marshals etc.

(d) Indian Airlines is operating in a highly competitive market scenario and private airlines are offering host of incentive/discounts to attract more passengers. In order to retain the competitive edge in the market and to keep up with the competition Indian Airlines has launched special promotional fares/schemes including Desh Videsh scheme.

Losses suffered by airports in Andhra Pradesh

1637. DR. DASARI NARAYANA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that most Of the airports in Andhra Pradesh are incurring losses;

(b) if so, the details thereof during the last three years, year-wise and airport-wise;

(c) the reasons for incurring consistent losses by these airports; and

(d) the remedial measures being taken to improve the situation?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) Except Hyderabad Airport, all other airports in Andhra Pradesh are incurring losses.